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Of Highest Quality, and having
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[91a]

No. 14,377 號柒拾柒百叁千肆萬壹第 日伍十月叁年十壹緒光 HONGKONG, SATURDAY, APRIL 30TH, 1904. 陸拜禮 號十叁月肆年肆零百九仟壹英港香 PRICE, \$3 PER MONTH.

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[a1545]

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Casks of 37½ lbs. net \$4.75 per Cask ex Factory.
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Hongkong, 14th August, 1903. [a3389]

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SUPERB OLD COGNAC,
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Less old than the above.

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DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

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Hongkong, 21st December, 1903. [a38]

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G. GIRAULT. [a40]

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Quality will speak for itself.

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And before you know where you are

The SINGER belongs to you.

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Hongkong, 22nd April, 1904. [1016]

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LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

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Hongkong 23th November, 1902. [130]

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A LITTLE CHANGE.

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to MACAO, thence to CANTON and back to

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WM. FARMER,

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ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently furnished.

Bath to each room.

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R. MATTHAEY,

Proprietor.

Hongkong, 6th May, 1903. [a218]

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[a191-4]

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HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT

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Dining Accommodation for 300 persons.

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Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,

Manager.

[a43]

FIRE BRIGADE EVOLUTIONS.

SMART DISPLAY IN HONGKONG.

The Hongkong Fire Brigade turned out for inspection yesterday afternoon at Sutherland Street Compound, off Des Voeux Road, and at the back of the Kowloon Theatre in Queen's Road. The spot was well chosen for the purpose. A large number of spectators, mostly Chinese, gathered around.

At 2.30 p.m. the men were lined out close up with their backs against the eastern wall. There were some 36 Europeans dressed in blue with red facings and highly polished brass and black glazed helmets, the latter glittering brightly in the sun. Tailed on were some two dozen Chinamen dressed much the same as the Europeans with the exception that they wore red mushroom hats, similar to those of *lunghs* in the Hongkong Police Force.

Two escapes and several hose-reels had been brought to the place, and other paraphernalia showed up around the corner. The two old engines were on the Praya.

The Captain-Superintendent of Police, Mr. J. P. Budeley, Mr. E. E. Hallifax, Deputy Captain-Superintendent of Police, and Mr. H. G. Baker, Chief Inspector of Police, were dressed much the same as the rest in Brigade uniform. His Excellency Mr. F. H. May, and Mrs. May, arrived in chairs at about 2.40, being received by Mr. P. J. Wodehouse, Assistant Superintendent of Police. Accommodation had been provided for them upstairs on the verandah of a house in Des Voeux Road.

DESPATCH-BOX DRILL.

The evolutions commenced with a display in running out despatch-boxes. This was done from two quarters. Messrs. Budeley and Hallifax acting as timekeepers. Each man in turn had to connect, run out one length of hose, fix on the branch-pipe and hand it to an assistant, and run back and go through the motion of turning on the water.

FIRE-ESCAPE.

The fire-escapes were then manoeuvred. On a squad of six men ran the fire-escape up against the building to be operated on, and raised the telescope ladder by means of winches. In the meantime another squad of three men ran out the hose-reel, connected the coupling to the mains, brought the other end of the hose to the ladder, fixed on a branch-pipe, and hoisted it up the ladder to a man already in position. Both fire-escapes, the large one 75ft. long, and the other 62ft., were manipulated. There were three complete sets of Europeans, and three of Chinese.

LADDER DRILL.

Ladder drill came next. On the word go a squad of six ran to a common bamboo ladder, which they hauled up to a house by means of guy ropes. Three other men in the meanwhile manipulated a hose in the same manner as with the fire-escapes.

THE GRAND DISPLAY.

Finally there was a general display, two escapes and two ladders simultaneously being called into requisition. Six separate lines of hoses were rushed from the Praya, where they were coupled on to fire-engines—there were three fire-engines—two on to each engine. All ready, the pumping was commenced, with the result that a very pretty spectacle was to be seen. Six jets of water, two from branch-pipes held by firemen on top of the escapes, two by men on the bamboo ladders, and two from the ground, sprang into the air, the clear liquid breaking into fine spray towards the top of its ascent. There was a very fair force of water, that from the ground level going sufficiently high to go over an ordinary-sized Des Voeux Road house.

WATER POLO.

GOOD PROSPECTS FOR THE SHIELD SERIES.

Various teams intending to compete for the Water Polo Shield are about to commence practice. The competition is open, and judging by experience of other years, its various matches will be very interesting from a spectacular viewpoint. Last year the Hongkong Volunteers carried honours, so this season it is to be taken for granted that they will endeavour hard to defend their laurels. Other competitors are likely to be the Victoria Recreation Club, Club Lusitano, and it is hoped, military teams. The latter, of course, would be the Engineers, Sherwood Foresters, and Artillery. It is also in the wind that Officers, R.G.A., may put in a team. A private meeting of members of the V.R.C. will be held at the Club-house next Wednesday to arrange matters for the Water Polo season. On Wednesday week, probably, a general Water Polo meeting will be called.

J. A. Jarvis, Amateur Champion of the World, writes that a great thing to be cultivated in order to make a good polo player is a thorough knowledge of the "trudgen" stroke, because when swimming in that manner the player can see both sides of him. A good trudgen swimmer can keep the ball between his arms, the ball being driven from one arm to the other as each stroke is made. It is very difficult to rob a man of the ball who dribbles it along in this fashion.

WATER CARNIVALS.

GOOD SPORTING DURING HONGKONG'S SUMMER.

During the summer months the Victoria Recreation Club intend to hold Water Carnivals once a month, consisting of swimming, diving, boating, water-polo and the like. On these occasions arrangements will be made for the accommodation of lady spectators, so there is no doubt as to the success of the scheme. Splashing in the sunlight, and romping about in the warm (though comparatively cool) water during Hongkong's oppressive summer is about the only sport one feels fit for. A popular scheme like this is sure to promote interest in aquatic sports.

KOWLOON CITY.

Canton is known as the City of Rams. Kowloon might with more appropriateness be styled the City of Cannons. Everywhere one goes one strikes up against ancient dismantled guns. Indeed, guns are so plentiful in Kowloon City that they are employed even for the ignoble purpose of staying the flag-pole opposite the Police Station. Of all our possessions in the New Territory, Kowloon is one of the most interesting. It is a typical Chinese city within easy hail of Hongkong and it contains within its walls all the picturesque and all the insalubrious smells that strike the Westerner. It is interesting to recall the fact that when the New Territory was ceded to Britain in 1898 it was not then contemplated to take over Kowloon City, but when the British Government found out that the Chinese high officials had had their palms oiled in connection with the disturbances that followed upon the taking over of the New Territory, they marked the sense of their disapprobation of the officials' conduct by forcibly taking possession of the city and exercising complete control over it.

Visitors to Hongkong invariably make a point of visiting Kowloon City. It is in miniature a replica of Canton or Peking or any of the cities in South China. There one can see life and industry in all their activity and colour. The city itself occupies a position at the head of Kowloon Bay which from a health point of view could not be surpassed. All the year round it is lashed by the sea breezes from Lymann Pass. When approaching the city from Kowloon the visitor's eye is caught by the wide wall which rises from the plain to the summit of the hill surmounting the city—a hill covered with huge black weather-worn blocks of granite that would have served as an inspiration for Mr. Crockett's "Riddlings of Creation." When one looks down upon Kowloon City from the eminence of this hill one would very probably guess that the number of its inhabitants was at least a thousand. It is with surprise therefore that one learns that there are no fewer than five thousand people resident there. How on earth they all got domiciled passes human (other than Chinese) comprehension.

In the course of a visit to Kowloon City the other day the writer found out certain things about the place which are mostly unknown to Hongkong people. Of course old residents are aware of the fact that it used to be a gambling-hell before it was taken over by the British. The Chinese who managed the *fantan* shops ran launches free from Hongkong and those who desired a "flutter" could get it without going as far as Macao. Many are the stories told of fortunes lost and won at Kowloon City. It was a common thing in the days before British rule prevailed for roysters from Hongkong to cross over and venture their all on *tai yat* or *san fan* as the case might be.

When the British took over the city there was of course a stoppage of gambling and most of the proprietors of these houses cleared out to Macao or Canton. But the houses still remain unchanged. In structure they resemble the *fantan* gambling-hells of the neighbouring Portuguese colony or of the city of Canton, there being a gallery above the table from which those who desire to put money on any number lower down their stakes in a little basket.

As for industries, Kowloon City does not lack in this respect, yet it is difficult to understand how the numerous population find means to subsist upon. There are a vermillion factory, a sunshu (native spirit) factory, fishing, bamboo and rattan shops, silversmiths and general shops galore. The streets are narrow and evil-smelling; pigs and their litter bark at every convenient point, while the town dogs, many and otherwise, mostly mangy, infest every court and alley-way and bark defiance at the visitor.

It is rather curious to note that the Chinese have practically deserted the old walled city of Kowloon and taken up residence on the plain between this and the sea. Burial mounds in his Scottish history that Berwick walls could accommodate on their top a carriage and pair. Kowloon City wall—that is to say the wall facing Kowloon Bay—would allow of two carriages and pairs passing each other if they met. The wall is a massive structure and all along the ramparts are littered with old guns. The history of Kowloon has never been written, but if it were there is no doubt it would tell many a story of attacks upon the town by the old bloodthirsty China Sea pirates.

There are over a hundred old guns lying dismantled about the place. Mr. May has apparently been awake to the idea of utilising some of these monsters for decorative purpose, for at present five of them are being mounted on the mound alongside the Police Station, and very imposing they should look when put into position.

Inside the walls one meets with nothing but desolation. The houses here have been of a very superior class and the streets are wide and commodious. As a rule the houses have been allowed to go to decay. Even the temple, the home of *Pu Sang*, has been suffered to participate in the general ruin. Where once a mandarin took his afternoon siesta in the shade of his own lichee-tree, hence now roost and pigs graze. As in the case of old Edinburgh of Allan Ramsay's day the population has boiled over into the country beyond the wall, but in contrast to Edinburgh's history they have deserted the walled city for the open country and shown no desire to return to it. Except for a couple of schools in which the boys of the town are taught how to speak their own language, and English, and to mark time and to drill one may say that the walled city is unoccupied. Adjoining it is a city of the dead, and the mouldering walls and falling beams of Kowloon appear to be not out of place in such a neighbourhood.

In one of the schools there are paintings on the walls depicting such scenes of Biblical import as the sower that went forth to sow, Moses raising the serpent in the wilderness, the foolish virgins that failed to trim their lamps, and so on. In the next building one sees ancient pictures of the Yellow Dragon and all his satellites.

It only remains to be said that Kowloon City, however interesting it may be, is not a place to visit at present. Plague is prevalent there and there is a rumour abroad that if the worst comes to the worst the whole central part of the city may be demolished. Apart from the sentimental point of view, there can be no doubt that such a step would not be out of place.

ROWING.

V.R.C. SEARCH RACES.

Two four-oared search races will be pulled by members of Victoria Recreation Club this afternoon. The first will commence at 3.30 o'clock, sharp. A Secretary's launch will leave Blake Pier at 3 o'clock to convey rowers and spectators to the Kowloon side. In the first race Kornblum's crew has been scratched, and J. Wicheil has taken the place of S. M. Gidley in *Rose*, owing to the lamented death of the latter's brother. There have, also, been other alterations. Crews as amended are as follows:—

1ST RACE.

STATION No. 2.—*Shamrock*.—C. E. A. Hance (stroke), E. F. Auctett, H. A. Seth, and H. M. Bain.

STATION No. 3.—*Thistle*.—R. Wicheil (stroke), E. P. Musso, A. G. V. Ribeiro, and J. H. Seil.

STATION No. 4.—*Rose*.—J. Wicheil (stroke), L. E. Lammert, G. Cruickshank, and W. T. Andrews.

2ND RACE.

STATION No. 1.—L. A. Musso (stroke), T. E. Pearce, F. M. Roza Pereira, and T. C. Swaby.

STATION No. 2.—*Rose*.—H. Rapp (stroke), H. C. Austen, J. P. Jordan, and J. D. Cameron.

STATION No. 3.—*Shamrock*.—F. K. Tata (stroke), H. S. Holmes, A. V. Barros, and E. Millar.

In the first race *Shamrock* may win. It is best, perhaps, not to venture an opinion on the second.

This will not be the last race. There will be one or two more.

DEATH OF INSPECTOR J. H. GIDLEY.

To-day at about half-past four the funeral of Inspector J. H. Gidley of the Hongkong Police Force will pass the Monument at Morrison Hill. Mr. Gidley had been in bad health for some time past, suffering from Bright's disease, and he had only returned to Hongkong after spending a period of leave in the Straits Settlements, to which he had been recommended to go with a view to a cure of his ailment. He was in the Police for about thirteen years and was connected with the Detective Department, of which he was one of the most valued members, for about six years. He got a medal for the work he did in connection with the suppression of plague in 1894 and last year he was awarded another for his services in connection with Sir Henry Blake's experimental administration of First Street at West Point when plague was so prevalent there. Among the Police he was very highly respected and was generally a favourite by reason of his genial ways and obliging manner. He was married about three years ago when home on leave. Our sympathy for Mrs. Gidley will be echoed by all who knew her husband.

RED SEA.

Gawd gave the Israelites dry land
On which to cross this waste of sea,
Still it ain't sacrilege to say
A liner's good enough for me;
For me beneath the avian's shade
An' the 'ot sun 'igh over'ead,
An' in the 'old a stoker chaf
Sweatin' an' wishin' 'e were dead.

'Ere is the stretch of water where
Old Pharaoh stroked a trial eight,
Yonder the sand-dune steeple track
On which they 'ad no startin' gate;
Still I prefer my old deck-chair
An' now an' then a coolin' shower.
An' the old ship a runnin' free
An' knottin' twenty mile an' hour.

I sees the ladies playin' quints
An' fussin' round and gettin' 'ot,
An' missionaries talkin' shop,
Pillars o' salt and land of Lot;
Who built the pyramids an' why?
What does it matter now to me,
Readin' my red-backed Army book,
Learnin' the things which I shall see?

So I go back the way I came,
Against my wish, against my will;
But if you ask me I must say
I somehow like the old East still,
An' 'avin' rolled my bloomin' kit,
Shook 'ands all round, I'll say good-bye;
He whose address for three more years
Is Atkins, Aden, Tigh Street, 'Till.

MONRO ANDERSON.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—
On the 29th at 11.25 a.m. The barometer has risen in Japan and over the Pacific, and has fallen in China.

The greatest pressure is found in Mid-Japan and the least in the Southern Philippines. Gradients are very slight on the China Coast and to the Eastward, and are very moderate over the northern part of the China Sea. Light variable winds will be met with in the Formosa Channel and light E. to N.E. winds in the China Sea.
Forecast:—Light E. winds; fine.

POLICE COURT.

Friday, 29th April.

BEFORE MR. H. H. J. GOMPERTZ
(ACTING POLICE MAGISTRATE).

FOURTH CHARGE AGAINST AN EUROPEAN WOMAN.

Mrs. Kennedy was charged for the fourth time with behaving in a disorderly manner. On the 27th inst. she was sentenced by Mr. Kemp to pay \$10 or go to gaol for seven days. The fine was paid, and her husband acted as security in the sum of \$100 for her good behaviour for three months.

Mr. Kemp again convicted her yesterday, sentencing her to pay a fine of \$25 or go to prison for 14 days. He did not hold the woman's husband responsible for the \$100 bond, but the woman herself. If she could not pay it she would have to go to prison for another 14 days, a month in all.

DUMPING REFUSE.

A coolie was fined \$5 for dumping refuse in the vicinity of a Peak residence. After sunset this is a common practice.

UNLAWFUL POSSESSION.

For unlawful possession of two drums of oil a Chinaman was sentenced to six hours' stocks. The stocks have been found a great success as a warning to others.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

RUBBISH IN THE HARBOUR.

Chinamen on a certain junk were observed by the Police throwing rubbish into Hongkong Harbour. First defendant, master of the boat, was fined \$50, the rest discharged.

ORGAN RECITAL.

Yesterday evening Mr. A. G. Ward gave an organ recital in St. John's Cathedral in presence of an audience that completely filled the building. Mr. Ward presented a varied programme in the course of which he showed his complete mastery over the instrument, fineness of touch, and excellent taste. In Mr. G. H. Edwards, the audience had the pleasure of hearing a very good singer who improves on acquaintance every time he appears. A collection was taken in aid of the Organ Fund. The programme was as follows:—

- 1.—Toccata and Fugue in D Minor..... J. S. Bach
- 2.—Andante from Violin Concerto..... Mendelssohn (arranged by Stegall)..... M. Mendelssohn
- 3.—Recitative and Air (*Eliza*)..... Mendelssohn Mr. G. H. EDWARDS.
- 4.—Grand Fantasia in E Minor ("The Storm")..... Lemmens
- 5.—Andante sostenuto—poco animato—coda faccioso—Andante—Andante—Andante..... Marshall
- 6.—Song—"The Lord is my Light"..... Allister Mr. G. H. EDWARDS.
- 7.—Grand Chorus in A Major..... Salome

ABOUT WRECKS.

A MYSTERIOUS AFFAIR.

It was recently reported by the China Navigation Co. that an upright mast, showing about five feet above water, and several dead bodies, floating on the surface, were to be seen off Kuppeli Point. The master of the China Merchants *Chitipe*, also saw it, passing close, and opined that it was the mast of a large sailing vessel. H.M.S. *Albatross* made a point of investigating the affair, as it was at first supposed that the wreck of a steamer. The steamer's position is now discredited.

ANOTHER DANGER TO SHIPPING.

In the last issue of the *Daily Press* we gave reports, first hand, of two derelicts in the China Sea, both in the track of steamers. There are dangers which lie in the path of deep water craft which even the care and skill of the best navigators cannot avoid. Ocean derelicts form one of the greatest menaces to ships, and these submerged and abandoned vessels could doubtless explain the disappearance of many a fine ship. Capt. St. John George, of the s.s. *Macquarie*, reports having, in Lat. 22° 54' N., Lon. 110° 44' E., passed a white conical buoy at large, a danger to shipping.

THE "PAKSHAN."

Divers from H.M.S. *Vergence* have surveyed the bed recently occupied by the sunken *Pakshan*, and the buoy, so long an obstruction to shipping, is to be removed.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL.

1st May. SS. Philip and James' Day.
4th Sunday after Easter.
Holy Communion (7.30 a.m.).
Matins (11 a.m.).
Responses, Psalms, Venite, Goodson; Psalms, Wesley, Hopkins and Monk; Te Deum, Stegall in A.; Benedicite, Goss in E.; Anthem, "Blessed be the God and Father," Wesley.
Holy Communion (12 noon).
Kyrie, Hummel in D minor; Hymns, 411 and 629.
Evensong (5.45 p.m.).
Responses, Psalms, Psalms, Purcell, Cooke and Tucker; Magnificat, Pye in E.; Nunc Dimittis, Poland in F minor; Hymns, 42, 199 and 437; Vesper Hymn—Ward (No. 2); Voluntaries, Finales, Holidins; Andantino, Chauvet.

S. PETER'S CHURCH.

Queen's Road West.
4th Sunday after Easter.
Matins (11 a.m.).
Venite, Smart; Te Deum, Gregory; Benedicite, Smart; Hymns, 57, 196, 496, and 219.
Holy Communion, 12.15 p.m.
Evensong (6.30 p.m.).
Magnificat, Turler; Nunc Dimittis, Jones; Hymns, 69, 199, 433, and 10.
The Church launch *Deusprung* will call on ships carrying white crews to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6); returning afterwards. The answering pennant is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided. Sunday School 10.45 a.m.

GOSPEL HALL.

Arsenal Street, Top Floor, off Queen's Road East.
Meetings are held as follows:—Sunday—Acts 2, 42, 11 a.m.; Gospel Address, 6 p.m.
Tuesday—Soldiers' and Sailors' Bible Class 6 p.m.
Thursday—General Bible Class, 6 p.m.
Sunday—Prayer Meeting, at 6 p.m.

KODAKS! KODAKS!! KODAKS!!!

AND

PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

DEVELOPING AND PRINTING

or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO.,

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

SHIPPING NOTES.

VARIABLE WEATHER.

The Australian steamer *Macquarie*, from Yokohama and Moji yesterday, reports moderate variable winds and heavy rain after leaving Japan, but fine weather (N.E. wind) latterly. She had 2,700 tons of coal for Messrs. Melchers & Co.

STOWAWAYS.

The C.P.R. s.s. *Tartar* arrived from Vancouver yesterday. She left Shanghai on the 25th inst., experiencing fine weather off the coast. She had three Chinese stowaways.

MISCELLANEOUS.

The *Loongsang* from Manila yesterday had five passengers and 24 tons of cargo.

The *Angus* arrived from Barry yesterday. She has 3,560 tons of Welsh coal aboard but not for Hongkong.

The *Solvey* arrived to Hongkong for orders yesterday with 6,500 tons of coal.

The *Themis*, from Moji yesterday, brought 1,150 tons of coal and 700 tons of general for this port. Agents, Messrs. Dodwell & Co.

The *Pisanuloh*, from Bangkok yesterday, brought 2,100 tons of rice for Messrs. Butterfield & Swire.

The China Merchants s.s. *Kwangle*, from Shanghai, reports fine weather, moderate N.E. wind. The Douglas s.s. *Hailong* from Swatow reports same.

STEAMER MOVEMENTS.

The C.P.R. steamer *Empress* of Japan arrived at Yokohama at 10 a.m. on Thursday, the 28th inst., and left again at 4 p.m. same day for Nagasaki, where she is due to arrive at 5 p.m. on Saturday, the 30th inst.

The Imperial German mail steamer *Odenburg* left Colombo on Thursday, a.m., and may be expected here on Monday, the 9th prox.

The Imperial German mail steamer *Preussen*, which left here on the 30th ult. at noon, arrived at Genoa on Wednesday, the 27th inst. at 6 a.m.

The P. & O. steamer *Pera* left Singapore for this port on the 28th inst., at 11 a.m.

The N.G.L. steamer *Ischia* left Singapore for this port on the 28th inst., and may be expected here on the 4th prox.

The O.S.S. & C.M. steamer *Ningchow* will leave Victoria (B.C.) for Japan and Hongkong on the 15th prox.

The steamer *Richmond Castle*, from New York, arrived at Manila on the 29th inst.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong, 29th April, 1904.—The market has continued active during the week under review, and a fair general business has resulted both for cash and time. Many rates have substantially improved. Notably Docks, Sugars, Lands and Unions. The market closes steady with an upward tendency. BANKS.—Hongkong and Shanghai have ruled quiet with only a few small sales at \$37½ to \$38½. The local insurance companies were not slightly affected by the fire at the Kowloon Godown last night, the chief loss from which will fall on the marine risks, the fire having taken place in the sorting godown on goods recently landed.

SHIPPING.—Hongkong, Canton and Macao in the early part of the week ruled firm and a fair cash business was transacted at \$20; at time of writing the market is somewhat weaker with small sellers at \$20. Indo-China have receded to \$34 after sales at \$35, cash share, however, are in demand at the former rate on time sales. Ascent, \$39 for September, and at \$102 and \$101 for December; market closes very firm at \$94 for cash. Douglases remain at \$36½ but with sellers. Star Ferries (old) have been placed at \$32 and at \$21 for new shares. China Marillas continue quiet without business at \$21½. Shell Transports remain unchanged at \$22½.

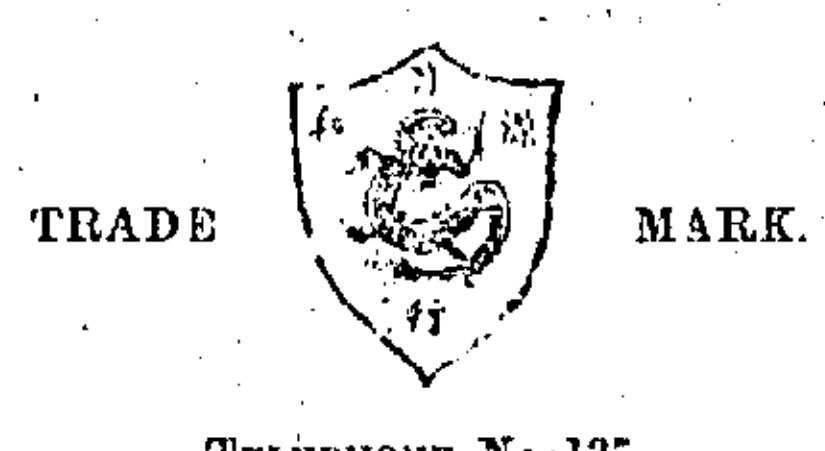
REFINERIES.—China Sugars have further advanced to \$135 cash after sales at \$132 and \$135, closing with further buyers at \$138. On time a fair business has been done at \$141 for May, \$146 for September, and \$150 for December. Luzons remain unchanged and without business.

MINING.—We have no business or change of rates to report under this heading.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks, continuing in demand, the rate gradually rose to \$213 cash, the market closing firm at that rate. On time sales have been effected at \$216 and \$217 for June, and at \$221 for August. Kowloon Wharves continue in request at \$109 with small sales. New Amoy Docks are on offer at \$32 without finding buyers. Farmers remain quiet at \$14½.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have improved to \$151 without bringing any shares on the market. West Point are required for at \$52½, but no business is reported. Hotels have improved to \$153 with buyers, but no shares are obtainable. Humphreys have been placed at \$102 and \$111.

MISCELLANEOUS.—Green Islands are required for at \$23, but none are obtainable at that rate. China Borneos have improved to \$31, Watsons to \$14½, Gas to \$15, and Dairy Farms to \$13½ a 1 closing with buyers. Ice has been done at \$20, and more shares are wanted at the rate. China Providents have ruled firmer with sales at \$9, and Watkins are wanted at the advanced rate of \$7½.



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE

PLEASING

POPULAR

PALATABLE

PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL. [41]

SORE HANDS

Itching, Burning Palms,

Painful Finger Ends,

With Brittle, Shapeless,

Discolored Nails,

As Well as Roughness and

Redness.

One Night Treatment with Cuti-

cura, the Great Skin Cure.

Sunk the hands on resting in a strong,

hot, creamy lather of Cuticura Soap.

Dry and anoint freely with Cuticura

Ointment, the greatest skin cure and purer

of emollients. Wear, during the night,

old, loose kid gloves, or bandage lightly

in

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PARS. Codes: A.B.C., 5th Ed. Litcher's.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

REMOVAL NOTICE.

NORTH CHINA INSURANCE CO., LTD.

THE OFFICE of the above Company has This Day been REMOVED to ALB. ANDRA BUILDINGS, SECOND FLOOR, Des Vaux Road.

H. G. SIMMS,

Acting Agent.

Hongkong, 30th April, 1904. [1149]

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

A SMOKING CONCERT

will be held in the Rooms,
No. 3, DES VEAUX ROAD CENTRAL,
TO-DAY (SATURDAY),
30th APRIL, at 9.00 P.M.
ADMISSION ONE DOLLAR.
J. F. MILLER,
Hon. Secretary.

Hongkong, 30th April, 1904. [1150]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to
TAWAU, LAHAD DATU AND LABUAN.
The Company's Steamship

"BORNEO."

Captain Muhls, will be ready to load for the above ports on TUESDAY MORNING, the 3rd May.

For Freight or Passage, apply to

MELCHERS & CO.,

Agents.

Hongkong, 29th April, 1904. [1147]

NAVIGAZIONE GENERALE

ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, via MEDITERANEA, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Maganzini, will be despatched as above on WEDNESDAY, the 11th May, at Noon. As Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 29th April, 1904. [1148]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

Cargo ex STEAMSHIP "HYADES," FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA AND KOBE.

having arrived per "Pingsuey" Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,

Agents.

Hongkong, 27th April, 1904. [1147]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Chartered Steamship

"OCEANO."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be stored out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon, To-day, 28th inst.

Goods not cleared before the 5th prox., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 8th prox., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 29th April, 1904. [1148]

RUINANT FERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [150]

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST. Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1899. [10]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash. Hongkong, 22nd December, 1902.

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of Members of the above Club will be held in the CITY HALL, TO-DAY (SATURDAY), the 30th APRIL, instant, at 4 P.M.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 15th April, 1904. [1010]

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FRIGERIASONS' HALL on MONDAY, the 2nd MAY, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 29th April, 1904. [1140]

WANTED.

RELIABLE AND ALERT PORTUGUESE SALESMEN. Good wages to good men.

Apply—

BOX 365,

Care of Daily Press Office.

Hongkong, 29th April, 1904. [1139]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, B. R.

Care of Office of this Paper.

Hongkong, 16th May, 1903. [3148]

REMOVAL.

THE OFFICE of the undersigned has This Day been REMOVED to ALEXANDRA BUILDINGS, 2ND FLOOR, HOLLAND-CHINA TRADING CO.

Hongkong, 27th April, 1904. [1116]

THE HEAD AGENCY OF THE JAVACHINA-JAPAN LIJN.

THE OFFICES of the above Steamship Company have This Day been REMOVED to ALEXANDRA BUILDINGS, 3RD FLOOR.

Hongkong, 28th April, 1904. [1138]

THE AMERICAN SYSTEM

OF DENTISTRY.

Dr. M. H. CHAUN, 27, DES VEAUX ROAD CENTRAL HONGKONG. From the University of Pennsylvania U.S.A. Hongkong, 16th March, 1903. [64]

LAST DAY.

THE fees for the "UP-TO-DATE SHORTHAND" will be increased.

As the last day of April is on an early closing day, and Sunday is the 1st of May, the payment of \$50 to completion for the full course of 21 lessons may be made not later than Monday next. If you enrol before that date you may take your lessons at your leisure—in a month, or 6 months.

The dull pupil pays no more than the bright one. Pupils must be perfect in the 1st lesson before we supply a second.

It may be learned quite as well by post as attending the Studios at Hongkong or Canton.

It is not a school or a class; you come for ten minutes, take your lesson, and return smiling for the next. It is so easy you laugh at its simplicity. Those who say "It's no good," ask them their authority. Those who say "It's a fraud," ask for proof. Bring such sceptics to me, please.

Business Training Studios, Hongkong

(near G.P.O.)

Canton—144, Shawson.

WARWICK PEELE, Principal.

Hongkong, 25th April, 1904. [530-681]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I. & B.C. Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI.)

Extreme Length... 325 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tides 263 "

DOCK No. 2 (at MUKAJIMA.)

Extreme Length... 371 feet

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tides 263 "

PATENT SLIP (at KOSUGUE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

The COMPANY has a SALVAGE STEAMER, 12 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

GRACA & CO.,

FOREIGN AND COLONIAL STAMP DEALERS.

No. 58, PEEL STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [331]

PUBLIC COMPANIES

HALL AND HOLTZ, LIMITED.

THE 12th ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the HEAD OFFICE of the Company, No. 29, The Bund, Shanghai, on SATURDAY, 30th APRIL, 1904, at 11 o'clock A.M., when the report and accounts for the year ended 31st February, 1904, will be presented. The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 30th APRIL, both days inclusive.

By Order,

E. R. PALMER,

Secretary.

Hongkong, 19th April, 1904. [1045]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 397 dated 25th August, 1884, of the Five Shares Nos. 1181/1185 in this Company, standing in the name of Mr. MOK SE YONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged. Dated 4th April, 1904.

C. PEMBERTON,

Acting Secretary.

Hongkong, 4th April, 1904. [934]

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Cheque at Exchange 75 at the Chartered Bank of India, Australia and China, or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 11th April, 1904.

By Order of the Board of Directors,

W. S. JACKSON,

Secretary.

Shanghai, 22nd April, 1904. [1122]

LOST.

ON Monday, 25th April, between Peak and Queen's Road, A LADY'S GOLD CURB BRACELET. Finder will be rewarded.

B. LATYON,

2, Ice House Street.

Hongkong, 28th April, 1904. [1118]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. SIEMSEN & CO.

Hongkong, 3rd October, 1900. [54]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [57]

HIGH-CLASS EDUCATION.

THE CLIFF, EASTBOURNE.

A HOME SCHOOL for GIRLS, standing in its own grounds of 44 acres, 110 feet above sea level. A large staff of Masters and Teachers and full provision for outdoor games. Sanitary arrangements perfect. Eastbourne is about one hour and a half from London by express, and is well known to be one of the healthiest places on the South Coast.

For terms, illustrated Prospectus and references, apply to—

DEACON, LOOKER & DEACON,

Solicitors, Hongkong.

Hongkong, 9th April, 1904. [974]

NOTICE TO CONTRACTORS.

CITY OF MANILA.

OFFICE OF THE MUNICIPAL BOARD SECRETARY'S OFFICE.

SEALED PROPOSALS will be received at this Office until 12 o'clock Noon, of the 1st day of June, 1904, for the construction of the superstructure for a lift bridge over the Biombo canal in the City of Manila, in accordance with plans on file at the Office of the City Engineer.

Bids will be received (1st) for the delivery and erection of the structure complete in every respect and ready for use; (2nd) or the delivery at the wharf in Manila, free from all encumbrances, of all the structural material and machinery of every sort, ready for the erection of the bridge complete.

Each bid shall be accompanied by (1st) a stress sheet showing the maximum live and dead load stresses in each member together with the gross and net sections of the material of which each member is to be composed; (2nd) a certified check payable to the City of Manila in the sum of one thousand dollars (\$1,000) United States currency, or its equivalent, as a guaranty that the contractor will within ten (10) days from the awarding of the contract enter into contract with the City of Manila for the faithful performance of all the work above specified.

A bond of ten per cent. (10%) of the accepted bid will be required for the faithful performance and completion of the contract within a period of twelve (12) months from the date of signing the contract.

PRINTED FORMS FOR BIDS, plans and all necessary information may be obtained at the Office of the City Engineer, Manila, P.I., Engineering News Publishing Co., 220 Broadway, New York City, and the Bureau of Insular Affairs, Washington, D.C.

The right is reserved by the City of Manila to reject any or all bids and to waive any defects.

By Direction of the Board,

JOHN M. TUTHER,

Secretary.

Manila, P.I., January 21st, 1904. [1361]

MAIL TABLES

FOR 1904.

Mounted on Card ... 30 cents

Paper ... 20 cents

On Sale at the Daily Press Office, Hongkong, 5th March, 1904.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (FOR ACCOUNT OF THE CONSIGNOR), TO-DAY (SATURDAY), the 30th APRIL, 1904, at Noon, alongside the Douglas S.S. Co's Wharf, The Steam Launch "BERTHA."

Length 58 feet; Breadth 9 feet 6 inches; Depth 6 feet 7 inches.

Built of Teakwood, and Copper Fastened, Metal Sheathed with Awaiting Complete. Boiler 4 ft. 4 in. by 6 ft. 6 in. in good order. Certificate granted for 75 lbs. pressure. Size of Engine—Cylinders 9 and 15 inches by 9 inch Stroke.

TERMS—As usual. For further particulars, apply to

HUGHES & HOUGH, Auctioneers.

Hongkong, 23rd April, 1904. [1087]

PUBLIC AUCTION

OF POSTAGE STAMPS.

THE undersigned has received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 30th APRIL, 1904, at 2 P.M., at his Sales Rooms, Queen's Road, Balance of a Fine Collection of OLD and RARE POSTAGE STAMPS.

TERMS OF SALE—As Customary. V. I. REMEDIOS, Auctioneer.

Hongkong, 28th April, 1904. [1125]

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction, TO-DAY (SATURDAY), the 30th APRIL, 1904, commencing at 2.45 P.M., at No. 165, QUEEN'S ROAD, EAST, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, (Particulars from Catalogue).

TERMS—Cash on delivery. On view from Friday, the 29th April, 1904.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 29th April, 1904. [1126]

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 2nd day of MAY, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Star Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. (1093)

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary measurements.	Area in Acres, Roods, and Perches.	Area in Square Feet.	Area in Square Meters.	Upset Price.
1	Inland Lot No. 1718	Star Street	74' 6" by 49' 6" by 5' 6"	3,053 54 2,361			

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on TUESDAY, the 3rd MAY, 1904, commencing at 2.45 P.M., at No. 11, KRUTSFORD TERRACE, Kowloon, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, (Particulars from Catalogue).

TERMS—Cash on delivery. On View from Monday, the 2nd May, 1904.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 29th April, 1904. [1142]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY, the 9th MAY, 1904, at 11 A.M., at the Kowloon Godowns (No. 20), 500 CASES KUPPER BEER (QUARTS), (Slightly Damaged by Water).

TERMS—Cash on delivery. GEO. P. LAMBERT, Auctioneer.

Hongkong, 28th April, 1904. [1127]

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Hongkong, 6th April, 1904.

[640]

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THE "BALLARAT" "CHANGON" COLLISION.

ARBITRATOR'S JUDGMENT.

The following is Sir Hiram S. Wilkinson's judgment in the matter of the arbitration between the owners of the P. & O. S. Ballarat and the owners of the s.s. Changon:—

In this case I find both vessels to blame. First, with regard to the case against the Ballarat. It is alleged on behalf of the Changon that the Ballarat, among other faults, failed to comply with the rules relating to the navigation of the Western Channel and Outer Bar which are laid down in Harbour Notification No. 1 of 1904, and which require a vessel proceeding against the tide to hold back to allow a vessel proceeding with the tide to pass. It was contended on behalf of the Changon that the Ballarat ought to have seen the Changon over the land in time to hold back before coming to the Gas Buoy. But the Assessors, having at my request worked out the respective times and positions of the two vessels, advise me that the Ballarat could not be expected to have seen the Changon in time to hold back before beginning to cross the bar, and that after that she could not with safety hold back until the Gas Buoy had been passed. But I have arrived at the conclusion that if a better look out had been kept on the Ballarat the Changon would have been seen from the bridge of the Ballarat before she was seen, and those on board the Ballarat would have been more ready to meet the emergency which arose; but even if the Changon could not have been seen before she was seen, the Assessors are of opinion, and I concur in and adopt their opinion, that after she was seen there was time for the Ballarat to take measures to prevent the collision. The Assessors consider that the Ballarat could have anchored as soon as she had got past the Gas Buoy, and those on board of her ought in the circumstances to have anchored, when it was found that her head was being carried up by the tide. If they had done so, there would have been time then for the Changon to have avoided the collision, and she would have been in a better position to do so than that in which she was placed by the Ballarat keeping on.

Counsel for the Changon also urged strongly the impropriety of the sending of two short blasts on the Ballarat while she was still under a hard a-port helm in an endeavour to get her head round to starboard. I am of opinion that this was a most improper signal to give under those conditions. It is said that this did not mislead the master of the Changon, and this is to a certain extent correct. He knew that the Ballarat was not going to the starboard side of the channel by choice. But the signal led him to do what it was intended to lead him to do, and what otherwise he would not have done. Instead of continuing to go over, or keep over, to the starboard side of the channel, he made an effort to go over to the port side. He gave orders for his helm to be put hard a-starboard, his starboard engine to be put full speed astern, and, although he almost immediately afterwards reversed those orders, yet time was lost, and I am advised that but for the delay which those orders occasioned he would probably have got out of the Ballarat's way. The Master of the Changon was asked why he did not give the orders intended to turn his head to port and to go over to port, a chance, and he said: "I did not think I ought to run the risk. It is true I was on the starboard side of the Ballarat, but I was on the starboard side of the fairway, and I did not know when the Ballarat's bow was going to swing round into the fairway." If he had given the orders a chance as suggested I agree with what was urged by Counsel for the Changon that he might have failed, and probably in the circumstances would have failed—to get out of the way, and in that case a much more serious catastrophe might have occurred.

The signal intended to mean that the ship's head was being directed to port ought not to have been given when every effort was being made to direct her head to starboard, simply because those efforts were for the moment unavailing. As a fact the ship was not under command, and if any signal was to be given it was a signal which would have been a proper signal to indicate that she was not under command. The signal prescribed by the Regulations is that laid down in Article 4 (a), namely, two black balls or shapes each 2 feet in diameter carried in a vertical line one over the other not less than 6 feet apart where they can be best seen. This is the signal for vessels in the day time when they can be seen. But if such signal is not ready, I am informed by one of the Assessors with local knowledge, that there is a signal very frequently used, and which it would appear from reported cases is sometimes used elsewhere, that is a continuous succession of short blasts on the whistle. How far that would in all circumstances be held to be a proper signal, it is not necessary to stop and consider. It would, however, I am advised, be understood by those on board all local steamers, and the fact of giving such a signal would have brought home to those on board the Ballarat the necessity of taking precautions, such as anchoring, a precaution which, as I have said, the Assessors consider they could have taken and ought to have taken.

But I am of opinion that the Changon was also to blame. I am advised that the Changon ought to have anticipated meeting the Ballarat about the bend of the Bar, if the Changon kept on, and ought to have avoided that by holding back. The Master of the Changon as a fact did anticipate the two vessels so meeting when he sounded the blast on his siren between the Lismore Light and the Port Buoy. He says he came on because he did not know whether the other vessel might not be holding back and waiting for him. But as he came on he saw that the other vessel was not holding back, and even if he had in his mind the Local Regulation which requires a vessel proceeding against the tide to hold back, the moment he perceived that from whatever cause, the vessel coming down was keeping on he ought, when able to do so, to avoid meeting her at a place like the bend of the bar which he ought to have known was a place where difficulties might arise, or which, in his own words, is rather an awkward place. But more than this, having made out that the vessel was a P. & O. steamer, and was able therefore to judge that she was a large steamer, I am advised that he ought to have known that from the time that

she began to cross the bar, and for some time before, with the wind blowing from the N. E., her holding back would have been attended with very great difficulties, and might have resulted in seriously obstructing the channel. It is not a question of a large steamer having any difficulty in holding back, but of a small steamer, the Changon, being in a position to do so. It is merely a question of what under particular circumstances a large steamer can, by an approaching vessel, be expected to accomplish, and in this case the Changon ought not to have expected the Ballarat to be able to hold back until after she had passed the Gas Buoy. It is to be observed that there was no obligation on the Changon to come on even if she had thought that the Ballarat could hold back. She would not, by holding back at the time when I am advised that she ought to have held back, have been breaking any regulation requiring her to come on. At most it was a right which she had, and she has no right to stand in a difficultly upon a right, though it may be a perfectly good right, regardless of the safety of others, and that, although there may be a rule of the sea, yet a man who has the management of one ship is not to be allowed to follow that rule to the injury of a vessel of another where he could avoid the injury by pursuing a different course.

By going on the Changon placed herself and the Ballarat in a position which was likely to lead to a collision, and for this she was to blame. The Assessors are also of opinion and I concur in that opinion that those on board the Changon were also to blame in failing to take proper steps to secure that the wheel was properly manned and that the engines were properly manned.

Each side will pay half of the Court fees and half of the Assessors' fees, and otherwise each side will bear their own costs.

(Signed) H. S. WILKINSON.

Supreme Court, Shanghai, 14th April, 1904.

THE TIBET MISSION.

Cum gratia, 6th February.

No review of the present Tibetan impasse would be complete without some attempt to understand the position of the Dalai Lama himself. It need hardly be said that one refers thus rather to the power behind the throne than to its actual occupant; but there is no doubt that the present existence of a Dalai Lama of years of discretion, and the consequent absence of a Regent, is partly the cause of the present situation, and may be partly also the key to it.

The very manner of his selection in 1874 is not without some interest, if the numerous accretions which distinguish the narrative employed to identify him as a child and the fact that he—the first of many child Dalai Lamas—was in due time permitted to arrive at maturity betrays a fairly consistent policy on the part of the Lamas hierarchy. Briefly stated, that policy was, and is, one of complete independence of the suzerainty of China.

The fact that the approval of the Chinese Government was necessary to the due appointment of a Regent during the successive and continuous minorities of recent Dalai Lamas was the strongest link that bound Tibet to the middle kingdom. So long as the policy of assassination of the children whose greatness was thus strangely thrust upon them continued, the influence of China in Tibetan affairs was unavailing. The Dalai or Regent made his own terms with the suzerain Power without much concealment, and the repeated necessity for obtaining China's approval to a new or a confirmed appointment made it impossible for the independence party to gain more than a temporary success. It is estimated that eight years has been the average life of the unhappy little supreme heads of northern Buddhism.

That there were from the standpoint of the hierarchy many advantages in this policy cannot be denied. Apart from a formal and, in external affairs, a very genuine subservience to China, the personal minority of the Dalai Lama gave the central authority in matters religious, and therefore national, into the hands of an almost hereditary—if the word may be used loosely—oligarchy of governing families as carefully selected as were those of the Republic of Venice during the Middle Ages. It was no light thing, therefore, to run the risk of surrendering the supreme power into the hands of a single individual for an indefinite period. He could hardly fail to be inclined to one of the many and various religious sects of Lamaism, and the balance was substantially held even by the commission into which for a hundred years the supreme ecclesiastical power had been placed. The danger of disturbing the settled order of things was obvious. On the other hand, Tibet was no exception to the rule which impels a nationality to become a nation, and this, under a continued Regency, was impossible. For years they had had before them the example of other races, and possibly also the promptings of more persons than the rare emissaries of Russia, into whose scheme of Asiatic extension an independent Tibet would have placed more easily than would a province of China.

A slight digression is here necessary. The Viceroys of Szechuen, to which province Tibet is nominally a vassal, finds yearly in the tolls levied upon caravans passing through his territory so large a source of income that it is clearly to his interest to close the more obvious trade routes through India. To do this, successive governors have frankly encouraged in Tibet a national spirit which voluntarily closed the southern gates, as against the Chinese authority which, when pressed, has proved itself a more than one occasion willing to satisfy the demands of India for freer intercourse.

Thirty years ago the spirit of independence was already abroad in Tibet and there was a recognized "progressive" party—headed by no less a dignitary than the Treasurer of the Gaden or Galdan monastery—which openly denounced the existing régime of assassination and regency. The leader of this party died before achieving success. And it is not uncharacteristic that when the change he advocated was made, the evil influences of the dead Treasurer's spirit were made the very excuse for abandoning a method of election which—in the hands of the once more inebriated Regent—might merely confirm again the suzerainty of China. Recourse was had to an outside family, one that was in no way identified with any of the different sects or Lamaeries, and the present Dalai Lama was brought by somewhat arbitrary means into the narrow circle of "papal" families. The fact that his

life was spared when he came of age has been, oddly enough, attributed by some to the unrest prevailing during the troubles with India in 1888. But a far more likely cause is that that very was afforded to the shrewd Tibetans the best possible proof that the time had come to take their affairs into their own hands. The only way to do so was to get rid of the Regent—and the only way to get rid of the Regent was to allow the Grand Lama of Lhasa to live and take the Government of Tibet into his own hands. This was done; and from that moment Chinese influence in Tibet has disappeared. No better proof of the impotence of China in Tibet at the present moment could be given than the humiliating figure cut at the present moment by the Chinese "commissary" empowered to treat with ourselves.

But in this policy of independence there are disadvantages also, as the Tibetans have found to their disquiet. The Dalai Lama at this juncture has to oppose China almost as strenuously as ourselves. The new Amban, in sheer terror, applied for 2,000 soldiers as an escort before he started for Lhasa to take up his invidious duties 14 months ago, and now that his request has been refused, still hesitates to trust himself among those whom he has come to regard as the enemies of his country and, in an especial degree, of himself also. The time must soon come when the force of Chinese suzerainty must be abandoned, it has been produced once too often as it is. Then the Dalai Lama will come face to face with the responsibilities as well as the pleasures of autonomy, and the shrewdness which enabled the Council to foresee the results of their policy 30 years ago will not fail them in this instance also. Unfortunately, in their own interests, but at our expense, if has fallen to the lot of the Indian Government to open the eyes of Tibet to this necessity.

It is a transition period with that country; and it is not the least of the difficulties pressing upon those responsible for its government, that they have refused to swap horses before the stream is at their feet. But this is by no means the only or indeed the most pressing consideration at the present moment. Refusal of allegiance to China may cost them China's annual subsidy. This, in part, takes the shape of a large supply of ten for the three great monasteries outside Lhasa. The trouble is that these three great monasteries actually govern the kingdom through the Tsungdu or Great Assembly. Apart wholly from the unwillingness of the Lamaeries to lose what is to them a very large bounty, the withdrawal of the official sanction enjoyed by these monasteries—the source of the supremacy of Lhasa—would raise in an acute form an old but ever present question, the rival claims of the Grand Lama of Tsakle-Lhunpo. This is a question of such importance both to the Tibetans and ourselves, and it is not too much to suggest that herein the solution of the present difficulty may eventually be found to lie.—Times.

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Hongkong, 26th April, 1904. [1102]

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Hongkong, 1st July, 1902. 280

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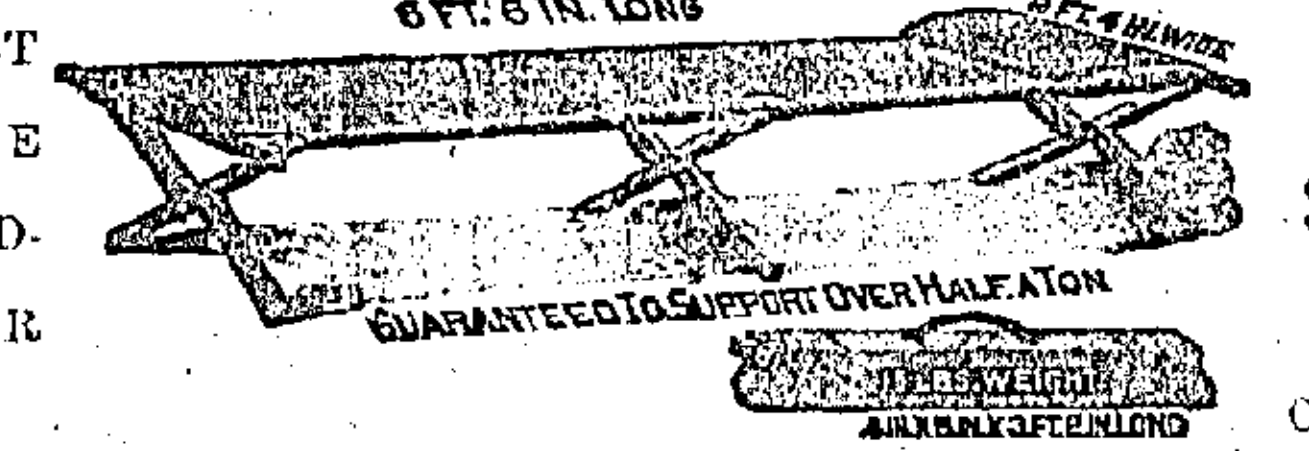
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Hongkong, 1st April, 1904.

[127-1]

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ARRIVALS.
 April 28, OCEANO, British str., 3,050, F. W. Davies, Singapore 22nd April, General.—NIPPON YUSEN KAISHA.
 April 29, ANDROMEDA, British cruiser, 12,500, Nelson Ommaney, Portsmouth 11th March and Singapore 24th April.
 April 29, ANGUS, British str., 2,320, J. B. Dakers, Barry 12th March, Coal.—JARDINE, MATHESON & CO.
 April 29, CRESSY, British cruiser, from Mira Bay.
 April 29, EBANG, British str., from Canton.
 April 29, GLENFALLOCH, British str., 1,455, R. Pontney, Singapore 23rd April, General.—CHINESE.
 April 29, HAILONG, British str., 783, Gibson, Swatow 28th April, General.—DOUGLAS LAUREL & CO.
 April 29, HANGSANG, British str., from Canton.
 April 29, KWANLOE, Chinese str., 1,474, Lincoln, Shanghai 26th April, General.—CHINESE.
 April 29, LOONGSANG, British str., 1,002, G. S. Weigall, Manila 25th April, General.—JARDINE, MATHESON & CO.
 April 29, MACQUAIN, British str., 2,073, St. John George, Moji 24th April, Coal.—MELCHERS & CO.
 April 29, PITANULOK, German str., 1,294, C. Fuchs, Bangkok 22nd April, Rice and Timber.—BUTTERFIELD & SWIRE.
 April 29, SOLVEIG, Norwegian str., 2,625, Grønlund, Barry and Singapore 23rd April, Coal.—ORDER.
 April 29, TAYTAR, British str., 4,425, F. W. Evans, Vancouver via Japan 31st March, General.—C. F. R. CO.
 April 29, THORNTON, Norwegian str., 1,209, Thompson, Kobe and Moji 23rd April, Coal and General.—CHINESE.
 April 29, WOSANG, British str., 1,172, Maklin, Wuhu and Swatow 28th April.—JARDINE, MATHESON & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 29th April.
 Borg, Norwegian str., for Bangkok.
 Eang, British str., for Tientsin.
 Fenz, German str., for Singapore.
 Hansang, British str., for Shanghai.
 Jacob, German str., for Hongkong.
 Kwanglee, Chinese str., for Canton.
 Melita, German str., for Yokohama.
 Prometheus, Norwegian str., for Bangkok.

DEPARTURES.

29th April.
 BENMORE, British str., for Shanghai.
 E. RICKERS, German str., for Bangkok.
 LORD ORMOND, British str., for Pondicherry.
 NITHABADI, British str., for Kobe.
 RASARU, German str., for Bangkok.
 SOLVEIG, Norwegian str., for Shanghai.
 SUNGKIANG, British str., for Manila.
 TELEMACUS, British str., for London.
 WONGKOL, German str., for Bangkok.
 WUOHANG, British str., for Cebu.

VESSELS IN DOCK.

29th April.
 ABERDEEN DOCK.—
 Kowloon Dock.—H. I. G. M. S. Moore, Adamant, Seward, Apurva, Homam, Amara, U.S.S. Monterey, H.M.S. Moorhen.
 COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND TAMSUI.
 THE Company's Steamship
 "HAILONG,"
 Captain Gibson, will be despatched for the above ports TO-DAY, the 30th inst., at 4 p.m.
 For Freight or Passage, apply to
 DOUGLAS LAUREL & CO.,
 General Managers.
 Hongkong, 29th April, 1904. [114]

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS—POSTE FRANCAIS.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship
 "ERNEST SIMONS,"
 Captain Bourdon, will be despatched for the above ports on or about MONDAY, the 2nd May.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 26th April, 1904. [115]

FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
 "CATHERINE APCAR,"
 Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 3rd May, at 3 p.m.
 For Freight or Passage, apply to
 DAVID SASSOON & CO., LD.,
 Agents.
 Hongkong, 29th April, 1904. [111]

"BEN" LINE OF STEAMERS.
 FOR LONDON AND ANTWERP (via SUEZ CANAL).
 THE Steamship
 "BENALDER,"
 Captain McIntosh, will be despatched as above on or about the 7th May.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 1st May, 1904. [102]

STEAMSHIP SERVICE TO NEW YORK via SUEZ CANAL.
 (With liberty to call at Philippine Ports).
 THE Steamship
 "BREIZ HUEL,"
 will be despatched as above on or about the 12th May.
 For Freight & further information, apply to
 STANDARD OIL COMPANY OF NEW YORK,
 Oriental Freight Department.
 Hongkong, 28th April, 1904. [1128]

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK via SUEZ CANAL.
 THE Steamship
 "RAS ISSA,"
 will be despatched for the above ports on THURSDAY, the 26th May.
 For Freight, apply to
 SHEWAN, TOMES & CO.,
 General Agents.
 Hongkong, 26th April, 1904. [1098]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via Ports of Call.	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	7th May, at Noon.
LONDON & ANTWERP (via SUEZ CANAL)	BENALDER	Brit. str.	McIntosh	GIBB, LIVINGSTON & CO.	About 7th May.
LONDON & ANTWERP	ANTHONY	Brit. str.	B. H. W. Snow	BUTTERFIELD & SWIRE	10th May
LONDON & ANTWERP via SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th May.
LONDON & ANTWERP	ALCANTARA	Brit. str.		BUTTERFIELD & SWIRE	24th May.
LONDON & ANTWERP	DEUCALION	Brit. str.		BUTTERFIELD & SWIRE	7th June.
MARSEILLES, &c. via Ports of Call.	AGATHANGELOS	Brit. str.		BUTTERFIELD & SWIRE	21st June.
BREMEN, via Ports of Call.	BATERN	Brit. str.	R. Heintze	MESSAGERIES MARITIMES	3rd May, at 1 p.m.
HAYRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th May.
HAYRE & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th May.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st May.
HAYRE & HAMBURG	SEGOWIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th June.
HAYRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	28th June.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.		BUTTERFIELD & SWIRE	17th May.
NEW YORK, via SUEZ CANAL	TEENKAI	Brit. str.		BUTTERFIELD & SWIRE	20th June.
NEW YORK, via SUEZ CANAL	SHIMOSA	Brit. str.		DODWELL & CO., LD.	About 10th May.
NEW YORK, via SUEZ CANAL	BREIZ HUEL	Brit. str.		STANDARD OIL CO.	About 12th May.
VANCOUVER, via SHANGHAI, &c.	RAS ISSA	Brit. str.		SHEWAN, TOMES & CO.	28th May.
VANCOUVER, via SHANGHAI, &c.	E. OF JAPAN	Brit. str.		CANADIAN PACIFIC R. CO.	11th May, Noon.
VICTORIA (B.C.) & SEATTLE via JAPAN, &c.	CAICHAS	Brit. str.		CANADIAN PACIFIC R. CO.	About 2nd May.
VICTORIA (B.C.) & TACOMA via JAPAN, &c.	SHAWMUT	Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	17th May.
AUSTRALIAN PORTS	TRINAM	Brit. str.		DODWELL & CO., LIMITED	2nd May.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	Holms	BUTTERFIELD & SWIRE	9th May.
YOKOHAMA & KOBE	PERLA	Brit. str.	A. L. Valentini	GIBB, LIVINGSTON & CO.	11th May, Noon.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.		P. & O. S. N. Co.	About 2nd May.
YOKOHAMA & KOBE	TAIWAN	Brit. str.		BUTTERFIELD & SWIRE	11th May.
YOKOHAMA & KOBE & YOKOHAMA	E. SIMONS	Brit. str.	Bourdon	MESSAGERIES MARITIMES	About 2nd May.
YOKOHAMA & KOBE & YOKOHAMA	SIMLA	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 8th May.
YOKOHAMA & KOBE & YOKOHAMA	LOUANG	Brit. str.		BUTTERFIELD & SWIRE	To-day.
YOKOHAMA & KOBE & YOKOHAMA	TRIUMPH	Brit. str.	A. Hansen	OSAKA SHOSHEN KAISHA	11th May, 10 a.m.
YOKOHAMA & KOBE & YOKOHAMA	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	To-morrow, 10 a.m.
YOKOHAMA & KOBE & YOKOHAMA	PARTHOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	8th May, 10 a.m.
YOKOHAMA & KOBE & YOKOHAMA	YATOS	Jap. str.	H. KRAFT	OSAKA SHOSHEN KAISHA	4th May, 10 a.m.
YOKOHAMA & KOBE & YOKOHAMA	HAILONG	Brit. str.	Gibson	DOUGLAS LAUREL & CO.	To-day, at 4 p.m.
YOKOHAMA & KOBE & YOKOHAMA	CHUHLI	Brit. str.		BUTTERFIELD & SWIRE	7th May.
YOKOHAMA & KOBE & YOKOHAMA	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	To-day, at 10 a.m.
YOKOHAMA & KOBE & YOKOHAMA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 7th May.
YOKOHAMA & KOBE & YOKOHAMA	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	7th May, 10 a.m.
YOKOHAMA & KOBE & YOKOHAMA	EMPIRE	Brit. str.	Holms	GIBB, LIVINGSTON & CO.	11th May, at Noon.
YOKOHAMA & KOBE & YOKOHAMA	BOONE	Ger. str.	Muhle	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBE & YOKOHAMA	C. APCAR	Brit. str.	A. Stewart	DAVID SASSOON & CO., LD.	3rd May, 3 p.m.
YOKOHAMA & KOBE & YOKOHAMA	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	11th May, at Noon.

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS—POSTE FRANCAIS.
 NOTICE.

STEAM FOR
 SAIGON, SINGAPORE, BATAVIA,
 COLOMBO, PONDICHERY,
 CALCUTTA, BOMBAY, ADEN,
 DJIBOUTI, EGYPT,
 MARSEILLES, MEDITERRANEAN
 AND BLACK SEA PORTS.
 LONDON, HAVRE, BORDEAUX;
 ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904,
 at 1 p.m., the Company's Steamship
 "ANNAM," Captain R. Girard, with
 Mail, Passengers, Specie and Cargo, will leave
 this Port for MARSEILLES via Ports of
 Call, WITHOUT TRANSHIPMENT.

This Steamship connects at COLOMBO with
 the Australian line s.s. "Nora," bound for
 MARSEILLES via BOMBAY and ADEN.
 Cargo and Specie will be registered for Lon-
 don as well as for Marseilles, and accepted in
 transit through Marseilles for the principal
 places of Europe.

Shipping Orders will be granted till Noon
 only on Monday, the 2nd May. Specie and
 Parcels received until 4 p.m. on the same day.
 No Cargo will be received on board on Tuesday.
 Parcels are not to be sent on board; they
 must be left at the Agency's Office. Contents
 and Value of Packages are required.
 For further particulars, apply at the Com-
 any's Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 21st April, 1904. [12]

EASTERN AND AUSTRALIAN STEAM-
 SHIP COMPANY, LIMITED.
 FOR MANILA.
 THE Steamship
 "EMPIRE,"
 Captain Helms, will be despatched for the above
 port on WEDNESDAY, the 11th May, at
 Noon.
 This well-known Steamer is specially fitted
 for Passengers, and has a Refrigerating Cham-
 ber, which ensures the supply of Fresh Pro-
 visions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the
 Electric Light.
 A Stewardess and a duly qualified surgeon
 are carried.
 N.B.—To assure the additional comfort of
 passengers the Steamers of the Company have
 electric fans fitted in staterooms.
 For Freight, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 21st April, 1904. [1072]

EASTERN AND AUSTRALIAN STEAM-
 SHIP COMPANY, LIMITED.
 FOR SYDNEY AND MELBOURNE.
 (Calling at QUEENSLAND PORTS, and taking
 through Cargo to ADELAIDE, NEW
 ZEALAND, TASMANIA, &c.)
 THE Steamship
 "EMPIRE,"
 Captain Helms, will be despatched for the above
 ports on WEDNESDAY, the 11th May, at
 Noon.
 This well-known Steamer is specially fitted
 for Passengers, and has a Refrigerating Cham-
 ber, which ensures the supply of Fresh Pro-
 visions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the
 Electric Light.
 A Stewardess and a duly qualified Surgeon
 are carried.
 N.B.—To assure the additional comfort of
 passengers the Steamers of the Company have
 electric fans fitted in staterooms.
 For Freight or Passage, apply to
 GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 29th April, 1904. [1032]

NATAL LINE OF STEAMERS.
 THE Undersigned GENERAL AGENTS
 in CHINA AND JAPAN for the above Line
 are prepared to issue THROUGH BILLS
 OF LADING for all the principal ports in
 SOUTH AFRICA, in connection with INDO-
 CHINA STEAM NAVIGATION CO.'s fortnightly
 service hence to CALCUTTA. Sailings from
 CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars,
 apply to
 DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897. [8]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND
 SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
 OPERATING IN
 CONNECTION WITH THE
 STEAMSHIP
 TONS. CAPTAIN TO SAIL ON
 "ARABIA" 4,463 Jap. str. A. L. Valentini
 "ARAGONIA" 5,198 Jap. str. A. L. Valentini
 "NUMANIA" 4,370 Jap. str. A. L. Valentini
 Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
 United States Ports. For through rates of Freight and further information, communicate
 with or apply to
 ALLAN CAMERON, GENERAL AGENT.
 Hongkong, 29th March, 1904. [114]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.
 THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA
 AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
 VICTORIA, B.C.
 SAFETY. SPEED. PUNCTUALITY.
 "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 11th May.
 R.M.S. "TARTAR" 4,425 Tons. SATURDAY, 21st May.
 R.M.S. "EMPERESS OF CHINA" 6,000 Tons. WEDNESDAY, 1st June.
 R.M.S. "EMPERESS OF INDIA" 6,000 Tons. WEDNESDAY, 22nd June.
 R.M.S. "EMPERESS OF JAPAN" 6,000 Tons. WEDNESDAY, 13th July.
 Hongkong to London, 1st Class via St. Lawrence 200 via New York 262.
 " " Intermediate on Steamers 240. " " 242.
 " " 1st Class Rail " " " "

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the
 famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
 VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
 TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
 Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
 and Japanese Governments.
 For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 9, Pedder Street.
 6.

HONGKONG—MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between
 Hongkong and Manila. Saloon amidships. Electric Light. Perfect
 Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
 date arrangements for comfort of Passengers.
 CHINA AND MANILA
 STEAMSHIP COMPANY, LIMITED.
 STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.
 RUBI 2540 R. W. Almond Manila direct. Sat., 30th April, 10 a.m.
 ZAFIRO 2540 R. Rodger Manila direct. Sat., 7th May, 10 a.m.
 PERLA 1980 A. H. Nottley
 For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 25th April, 1904. [116]

HAMBURG-AMERIKA LINIE.
 OSTASIATISCHER FRACHTDAMPFER DIENST.
 Tal. g. Cargo at London rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
 LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the
 LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.
 PROPOSED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 STEAMERS. DESTINATIONS. SAILING DATES
 ARTEMISIA HAVRE and HAMBURG On 12th May. Freight.
 Capt. Gronmeyer (Calling at Singapore and Colombo)
 MARBURG HAVRE, BREMEN and HAMBURG On 17th May. Freight.
 Capt. Stern (Calling at Singapore and Penang)
 STRASSBURG HAVRE and HAMBURG On 31st May. Freight & Passengers.
 Capt. Madsen (Calling at Singapore and Colombo)
 SEGOWIA HAVRE and HAMBURG On 14th June. Freight.
 Capt. Förck (Calling at Singapore and Penang)
 NURNBERG HAVRE and HAMBURG On 28th June. Freight.
 Capt. Jaburg (Calling at Singapore and Colombo)
 For Further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.

NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.
 PROPOSED SAILINGS FROM HONGKONG FOR
 VICTORIA B.C. AND TACOMA
 VIA
 MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Saturday, May 21st
TREMONT	9,606	T. W. Garlick	Tuesday, June 23rd
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
 S.S. SHAWMUT 9,606 tons. W. M. Smith About 7th May.
 S.S. TREMONT 9,606 tons. T. W. Garlick About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
 The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very
 Superior Accommodation for First and Second Class Passengers. The large size of these vessels
 ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
 carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS,
 Hongkong, 30th April, 1904. [7]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA, via SHANG- HAI, MOJI and KOBE (Passing through the Inland Sea)	PERLA A. L. Valentini	About 2nd May	Freight.
LONDON, &c.	MALTA C. L. Daniel	Noon, 7th May	See Special Advertisement.
SHANGHAI	SIMLA F. R. Summers	About 8th May	Freight and Passage.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	FORMOSA B. H. W. Snow	About 11th May	Freight and Passage.

For further Particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 29th April, 1904. [11]

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
 SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, via SWATOW AND AMOY	"M. STRUVE" T. Brandt	SUNDAY, 1st May, at 10 a.m.
ANPING, via SWATOW AND AMOY	"TRITOS" H. KRAFT	WEDNESDAY, 4th May, at 10 a.m.
TAMSUI, via SWATOW AND AMOY	"FRITHJOF" H. A. Haraldsen	SUNDAY, 8th May, at 10 a.m.
FOOCHOW, via SWATOW AND AMOY	"TRIUMPH" A. Hansen	WEDNESDAY, 11th May, at 10 a.m.

On account of the present state of political affairs, all the Company's new steamers have
 been requisitioned for transport service, and the above-named chartered steamers have been
 secured instead for maintenance of the Company's coastal services. As soon as the state of
 affairs permit, the Company will resume running with its specially designed new steamers.
 For Freight, Passage, and further information, apply at the Company's local Branch Office
 at No. 8, Des Vaux Road Central.
 Hongkong, 23rd April, 1904.
 T. ARIMA, Manager [15]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD, BREM. N.
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
 SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS.
 STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
 AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
 IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
 STEAMERS. SAILING DATES.
 1904

BAYERN	...	...	...	WEDNESDAY	25th May
OLDENBURG	...	...	...	...	...
SACHSEN	...	...	...	WEDNESDAY	8th June
ZETEN	...	...	...	WEDNESDAY	22nd June
SEYDLITZ	...	...	...	WEDNESDAY	6th July
MOON	...	...	...	WEDNESDAY	20th July
PREUSSEN	...	...	...	WEDNESDAY	3rd August
PRINZ REGENT LUITPOLD	...	...	...	WEDNESDAY	17th August
PRINZ HEINRICH	...	...	...	WEDNESDAY	31st August
GNEISENAU	...	...	...	WEDNESDAY	14th September
BAYERN	...	...	...	WEDNESDAY	28th September
SACHSEN	...	...	...	WEDNESDAY	12th October
ZETEN	...	...	...	WEDNESDAY	26th October
PRINZESS ALICE	...	...	...	WEDNESDAY	9th November
PRINZ REGENT LUITPOLD	...	...	...	WEDNESDAY	23rd November
PRINZESSEN	...	...	...	WEDNESDAY	7th December
PRINZ EITEL FRIEDRICH	...	...	...	WEDNESDAY	21st December
PRINZ HEINRICH	...	...	...	WEDNESDAY	4th January 1905

ON WEDNES

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL...	"TRENKAI"	On 13th May.
GLASGOW and LIVERPOOL...	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL...	"YANGTZE"	On 28th May.
GLASGOW and LIVERPOOL...	"DIONED"	On 3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP...	"ANTENOR"	On 10th May.
GENOA, MARSEILLES and LIVERPOOL...	"ACHILLES"	On 17th May.
LONDON and ANTWERP...	"ALCINOUS"	On 24th May.
LONDON and ANTWERP...	"DEUCALION"	On 7th June.
GENOA, MARSEILLES and LIVERPOOL...	"TRENKAI"	On 20th June.
LONDON and ANTWERP...	"AGAMEMNON"	On 21st June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"CALCHAS"	On 17th May.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th April, 1904.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"ICHANG"	On 30th April.
SHANGHAI	"TAIWAN"	On 2nd May.
SWATOW and TIENTSIN	"CHIHAI"	On 7th May.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BETHUNE, SYDNEY and MELBOURNE	"TSINAN"	On 9th May.
YOKOHAMA and KOBE	"CHANGSHA"	On 11th May.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th April, 1904.

[12]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this office for Bombay, etc., on SATURDAY, the 7th MAY, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 26th April, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.

"SHIMOSA" ... 10th May.

"SATSUMA" ... 31st May.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 25th April, 1904.

MESSAGERIES CANTONNAISES.

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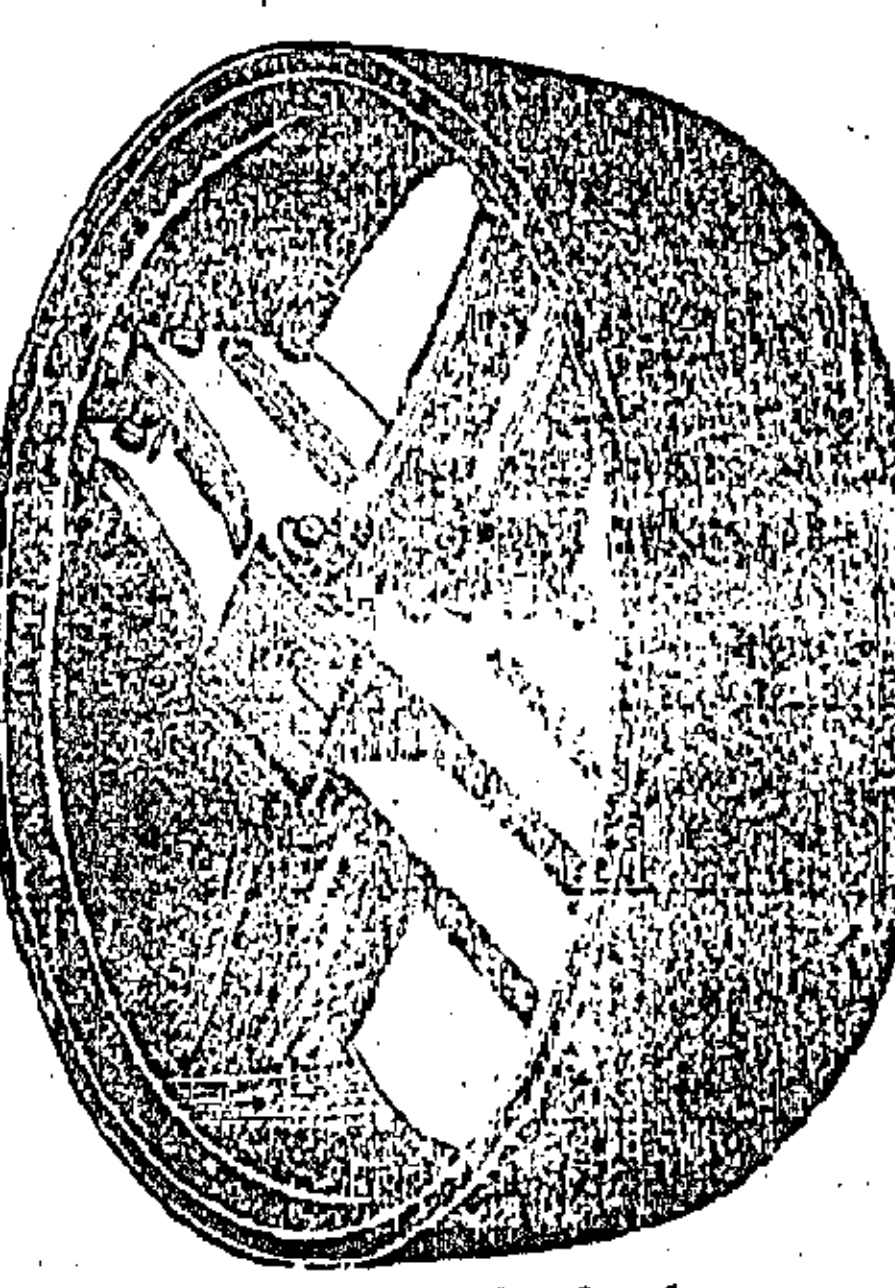
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TOM GALLON.

[illegible]

MISS NUDDS' EVENING OUT.

Miss Nudds looked up quickly. "You do happen to mean anything by that?" she asked darkly.

"Only a bit of a compliment," said the young man, hurriedly. "Well—I'll be movin' Miss."

"You can't go any too quick for me," retorted Jane Nudds, bending again to her work.

"It's short, any way," replied Jake.
as an afterthought, added in a lower tone
"an' sweet, Miss."

"I suppose so," said Miss Nudds, a little doubtfully.

"Course she will," replied Jake quickly.

"Ow 'e could have run away likes me. There, a man never knows 'is luck, does he?"

"Now, I suppose, Miss, you'll be movin' on."

and all leading Bookellers in the Far
Hongkong, 14th February, 1903.

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TREATIES WITH JAPAN

Great Britain, 1854; Duties Convention
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WEEKLY PRESS, JULY to DECEMBER
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Hongkong, 25th March, 1904.

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荷蘭門	Hung Le—Taro Radish	4
荷蘭門	Yue Tsai—Cabbage Root	4
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Hongkong, 16th April, 1904. [245]

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